

26 April 1955

A staff study was prepared by the Office of Logistics in March, 1954, which presented the need for the establishment of minimum standards for the allocation, maintenance, operation and utilization of Agency vehicles. A proposed regulation was attached to this study and forwarded to the DD/A with the recommendation that the regulation be coordinated and published. The regulation was sent out for formal coordination to all Agency components and the comments were so numerous that it was necessary to rewrite the regulation and re-coordinate it many times. During this coordination period many conferences were conducted with DD/P components in an attempt to resolve the comments submitted. These regulations were finally published [REDACTED]

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As early as March, 1954, it was recognized that the establishment of tables of vehicular allowances for stations and missions was an extremely difficult and sensitive problem as there was no uniform "measuring stick" to apply in an effort to determine the realistic vehicular table of allowances for the various Agency installations.

On 25 March 1954, Chief, Admin/DD/P, directed a memorandum to all area divisions instructing them to prepare a dispatch to their field stations requiring the field stations to establish TVA's. This memorandum included the criteria for establishment which DD/P-ADMIN felt applicable at that time. Dispatches were sent to the field by all area divisions in compliance with the DD/P-Admin memorandum. In accordance with

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instructions, most field stations prepared proposed TVA's and forwarded them to headquarters. An informal review of a few of these TVA's by the Office of Logistics revealed that justification for vehicles was not complete nor did the proposed TVA's completely comply with the criteria contained in the dispatches directing the preparation of TVA's. This was discussed with Mr. [REDACTED] of DD/P-Admin. [REDACTED] pointed out that the dispatches which went to the field indicated that the criteria contained therein was suggested as guidance in determining transportation requirements and therefore the field had not been required to comply with the criteria completely.

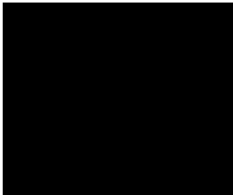
On 1 October 1954, the Deputy Director (Support) directed the Office of Logistics to give priority to the preparation of a regulation on TVA's. This was done and after extensive formal coordination, the TVA regulations were published on 5 April 1955 (Headquarters regulation) and 6 April 1955 [REDACTED]. In almost all cases, the information submitted in the proposed TVA's which were prepared by the field as a result of the April, 1954, directive do not comply with nor contain information required by the recently published Regulations [REDACTED] Tables of Vehicular Allowances.


The need for giving field stations assistance in preparing tables of vehicular allowances and vehicle problems in general was pointed up by many reports of field trips made by Agency personnel; as an example, two such reports were as follows:

The Inspection and Review Staff, DD/P, conducted a field trip early in 1954. The stations visited were --

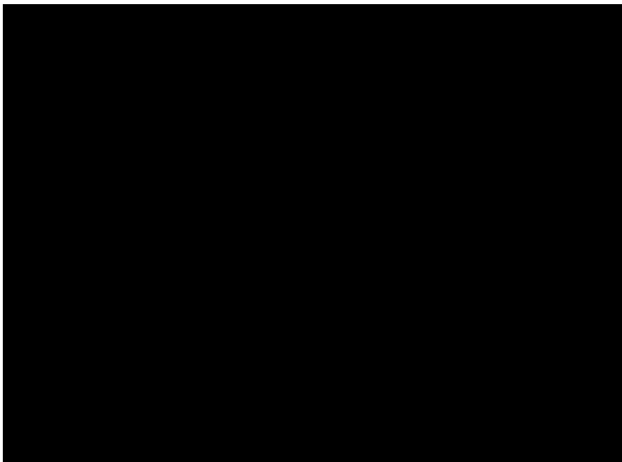
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 On 29 April 1954, in a memorandum to the DD/P, the Chief, Inspection and Review Staff indicated that in practically every station visited that the vehicle strength could be reduced immediately by 50% without affecting operations adversely.

On 19 November 1954, in a memorandum to the Director of Central Intelligence, Mr. Garrison, Director of Logistics and  Chief, Technical Review & Policy Staff, Logistics Office, made a report of their field trip to — 25X1A9a

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 This report indicated in almost all cases an excessive number of vehicles in the field stations visited and, in general, discrepancies in the motor vehicle program as a whole.

The Inspector General recently conducted a survey of the Office of Logistics and made a report of findings and recommendations to the Director, Central Intelligence, on 22 January 1955. The Inspector General's report contained a recommendation that a Transportation Office be established.

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TDI to each field station which has over ten vehicles, to develop an initial TVA with the Chief of Station and to obtain sufficient supporting data for intelligent review of the TVA at Headquarters. This recommendation of the Inspector General was concurred in by the Director of Logistics and the Deputy Director (Support). The DD/S directed that two Transportation Officers be sent to the field, one to the European area and one to the Far East area for the purpose of assisting field installations and preparing tables of vehicular allowances. In compliance with this directive, Mr. [REDACTED] Chief, Transportation Division, departed for [REDACTED] 18 April 1955, and [REDACTED] Deputy Chief, Transportation Division, is prepared to leave for [REDACTED] on 2 May 1955.

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